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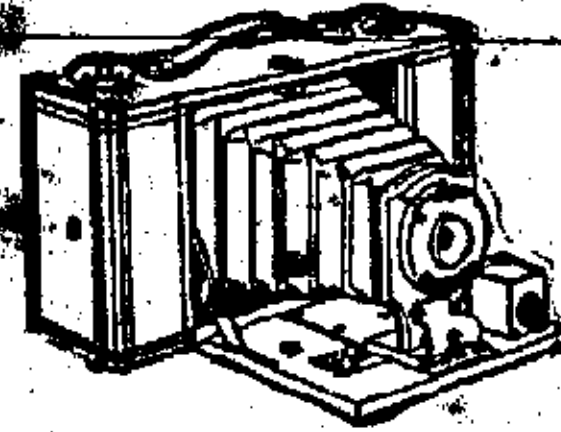
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HONGKONG OFFICE: 10A, DES VERTS ROAD C
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The Daily Press.

HONGKONG, OCTOBER 10TH, 1910.

Though the telegraphic news regarding the revolution in Portugal suggests that the change of Government has been accomplished with complete success, it is, perhaps, rather early yet to form any definite opinion on the subject. A rigid censorship is doubtless still exercised over all telegraphic news sent out from Portugal, and the probability is that nothing is allowed to pass of a nature which would suggest to the outside world any doubts as to the permanence of the new régime. On any other hypothesis it is difficult to explain the utter absence of news respecting the existence of organised opposition to a Republican form of Government. It is scarcely credible that the entire country has acquiesced without a struggle in the overthrow of the monarchy; that the Army and Navy have in their entirety deserted the King; and above all, that the powerful clerical party has complacently resigned itself to the government of the State by a party whose programme declares implacable warfare against the Church. Monks and nuns are to be expelled, and a complete separation of Church and State is foreshadowed. So far as the Church is concerned there was possibly not much to choose between this programme and that of the Government the Republicans have superseded, for it may be remembered that the King in opening the Cortes a few weeks ago announced the determination of the Government to enforce laws for the control of the religious associations. No doubt

the clerical party were deeply incensed against the King's Government on that account, and their resentment probably provided the "psychological moment" for the Republican coup d'état. Still, there are elements in the situation which justify the hesitation shown in local Portuguese circles to believe in the easy triumph of the Republicans, who are not numerically a large party in the State, if the recent elections afford a satisfactory index.

The Royal flag still floats in the breeze over Government House at Macao. So, too, at the forts and on the Portuguese warships in these waters. Naturally the Portuguese community of Macao are keenly interested in what is happening in Lisbon, but they have no news beyond what is furnished by the Hongkong newspapers. There has been no manifestation of sympathy with or against the change of Government, and the flag is not likely to be changed until it is seen that the new form of government is generally accepted in Portugal and by the Foreign Powers. It may be mentioned that the garrison at Macao consists of about seven hundred troops, who are paid, not by the Home Government, but by the Colony. The Portuguese naval force in these waters at the present time is represented by about two hundred officers and men. These are paid by the Home Government. No trouble of any kind is anticipated at Macao in connection with the change at Lisbon; the general feeling appears to be one of preparedness to accept the new Government, and there is not wanting a feeling that, so far as the Colony is concerned, perhaps there is something to be hoped for from the change. Some confirmation of this expectation is to be found in the summary of the new Government's programme which we publish this morning. It includes "Colonial autonomy." Macao has suffered to an intolerable degree by government from Lisbon, for the one idea of the Home Government has been to squeeze the Colony of its revenue to the utmost cent, while works of public improvement, such as the dredging of the harbour, which was recognised forty years ago as an urgent and vitally necessary undertaking, has remained but a project to this day. Local autonomy would have been the salvation of Macao had it been conceded forty years ago; but it may be doubted whether the concession does not now come too late, for Macao from being once a flourishing Colony, the milk-cow of the Lisbon Treasury, is now scarce able to raise sufficient revenue to cover the costs of its administration. Certain Berlin papers, it will be noticed, are writing prematurely of a partitioning of the Portuguese Colonies between Germany and England. It will be time enough to consider this when the Government at Lisbon intimates its desire to rid itself of the Colonies. As, however, the suggestion, though premature, will possibly give rise to speculations as to the future of Macao, it may be useful to point out that in the Treaty made with China in 1887 Portugal expressly engaged never to alienate Macao and its dependencies without agreement with China. The meaning of that provision is that Macao will revert to China when Portugal decides to rid herself of the Colony.

Mr. R. P. Schweizer, Vice-President and General Manager of the Pacific Mail Steamship Company, is due in Hongkong by the *Siberia* to-day. In fulfilment of an appointment made some time ago, Mr. Mercedes, the Consul for Peru, yesterday paid an official call upon H. E. the Governor of Macao. The King's exequatur empowering Mr. A. M. de Lencastre Soares to act as Consul of Bolivia in Hongkong has received His Majesty's signature. The following typhoon warning was received by the American Consulate-General from Manila at 11.55 a.m. yesterday:—Cyclone or typhoon South of Naha, recurring north eastward. An extract of meteorological observations made at the Hongkong Observatory during the month of September shows the rainfall for that period to have been 15,950 inches. The average maximum temperature for the month was 84.1, and the average minimum temperature 76.3 degrees. Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th September, as certified by the managers of the respective banks, are as follows:—

BANKS	AVERAGE SPECIE IN AMOUNT RESERVE
Chartered Bank of India, Australia and China, Hongkong and Shanghai Banking Corporation	4,761,703 4,000,000
National Bank of China, Limited	11,998,733 12,000,000
	30,045 Nil
Total	\$ 16,790,481 16,000,000

"At to-morrow's meeting of the Sanitary Board the report of the committee appointed to consider the question of enclosing the verandahs of the south block of the Hongkong Hotel will be considered."

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 30 of 1910.—An Ordinance to apply a sum not exceeding six million and forty-two thousand five hundred and forty-three dollars to the Public Service of the year 1911.

The following regulation has been made under the Liquors Ordinance:—The baggage and personal effects of the Consular Officers of the Queen of the Netherlands, the United States of America, the Republics of Mexico, Cuba and the Argentine, duly accredited to Hongkong, and those of their families and suites, are hereby exempted from all provisions of the Ordinance.

The police are investigating the story of the holding up of a junk off Stonecutter's Island late on Friday night. It appears that while the vessel was lying at anchor in Tsan Wan Bay four Chinese, armed with knives and chop-pers, boarded her. They drove the crew into the hold, and, after binding them, looted the vessel, departing with jewellery, clothing and money valued at \$288.

THE GREAT NICOLA.

No wonder Nicola wears that broad expansive smile of his. How can he help it when a full house meets his gaze at each performance? The matinee on Saturday gave the youngsters an opportunity of witnessing his wonderful tricks and mystifying illusions, and it was really worth the price of admission to watch the expressions of amazement, we might say awe, on the faces of the kiddies as each item on the programme was put through.

At the evening performance there was standing room only. Practically the same programme was carried through as on former occasions. The last item was new, however. A big milk can was filled with water. Nicola got into this, and at a signal the lid was placed on and securely locked on the outside with four spring locks. It meant, of course, that Nicola had either to free himself in a short space of time or drown. The curtains had no sooner been drawn around the cabinet in which the can was standing than Nicola appeared, bowing to the audience. We have been wondering what could hold him, and have come to the conclusion that nothing but a lift stuck midway between two floors will keep him securely caged. We have had this unpleasant experience in one of the antiquated lifts with which Hongkong abounds, and feel sure that if Nicola can extricate himself from such a position he will earn the title of "Old Nick."

With regard to Nadelny, billed as "America's Greatest Comedy Juggler," while his business is very amusing, we would suggest that a little more practice in private for some of his hat and cigar tricks would probably lead to greater perfection.

NICOLA'S "THRILLER" TO-NIGHT. The Great Nicola gives his last performance in Hongkong this evening. A sensational challenge has been accepted by the great mystifier. A Chinese gentleman, thinking perhaps that the foreign methods used in restraining Nicola were inferior to the Chinese methods, is bringing a Chinese death cage upon the stage. Nicola is to hang in the cage by the neck with his hands tied behind his back, just as Chinese murderers are dealt with. Nicola accepts the challenge. He has to extricate himself from a most difficult and dangerous position, and we may expect the theatre to be filled to overflowing to witness this most gruesome test. It is the last performance of Nicola and his company in Hongkong.

SMOKING CONCERT.

On Saturday the Hongkong Volunteers held a smoking concert in the headquarters of the Corps. During the evening H. E. the Officer Administering the Government presented long service medals to Captain W. Nicholson, Sergeant Major Logan and Sergeant Major B. W. Gray. Captain Nicholson previous to coming to Hongkong served a term of six years' with the Argyle and Sutherland Highlanders in Scotland. Sergeant Major Logan served nine years with the Renfrow and Dumfriesshire Artillery, completing his twenty-one years' service with the local Corps. Sergeant Major Gray previous to coming to Hongkong served ten years with the Ceylon Volunteer Corps. Sergeant Major Higby presided over the gathering and a most enjoyable evening was spent.

STORY OF A PEARL NECKLACE.

There is a romance attached to the magnificent gift which His Majesty the King of Siam presented to his consort on her birthday anniversary. The romance dates from last year. At that time the King ordered from a famous firm of London jewellers a pearl necklace of extraordinary beauty and of nine feet in length. The firm made it in good time to be consigned to Siam before the happy day and despatched it to its destination by the German mail in a specially strong, well sealed package. When it arrived at Singapore for transshipment, the seals were quite intact, but examination revealed the fact that the box had been tampered with; the bottom had been skillfully removed, and the necklace abstracted. The affair was wholly wrapped in mystery and Lloyd's had to pay the amount of the insurance without even having the satisfaction of knowing how or where the necklace had disappeared. The occurrence deprived the Queen of her present, but only temporarily. The King ordered that a similar article be made for presentation this year. The firm complied and took the precaution of conveying the necklace by the hands of a member of the firm. The bearer of the jewels took them safely to Siam and saw them presented to Her Majesty.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE REVOLUTION IN PORTUGAL.

KING MANUEL AT GIBRALTAR.

LONDON, October 8th.

Reuter's Gibraltar correspondent wires that King Manuel is on board the Royal yacht "Amelia" there.

On the arrival of the yacht the forts and warships fired royal salutes, and later the Governor boarded the yacht and welcomed His Majesty.

ALL QUIET.

All is quiet in Lisbon.

The new Ministers are now in effective possession of the affairs of the State.

The banks and business houses generally have resumed operations.

GERMAN SUGGESTION REGARDING THE COLONIES.

The Berlin "Deutsche Tages Zeitung" suggests that Britain know of and approved of the Portuguese Revolution.

[The text of the message as received says "Britain new approved." A later telegram on the same subject suggests to us that the word "new" should have been "know," though it is incredible that anyone could entertain the idea of England's complicity for a moment.]

The Berlin "Post" suggests the partition of the Portuguese Colonies between Germany and England, while the "Vossische Zeitung" believes that England will exploit Portuguese debts as a means of cheaply obtaining the Portuguese Colonies.

SUICIDE OF NAVAL REVOLUTIONARY LEADER.

Reuter's correspondent at Lisbon telegraphs that Admiral Reis, a leader of the revolution, committed suicide in the belief that he had failed.

THE GOVERNMENT'S PROGRAMME.

The Government, in preparing for the elections for a constituent Chamber, has outlined a programme of development in education, defences, administrative decentralisation, colonial autonomy, expulsion of the monks and nuns, lay instruction, separation of Church and State, and the strengthening of the finances.

PORTUGAL AND ENGLAND.

The "Daily Chronicle's" special telegrams state that the Infante Alfonso was at his villa at the beginning of the outbreak and telegraphed to England, asking for a warship. The cable was cut, but an Englishman took a message to the repairing ship, which fished up the cable and sent the telegram.

PERFIDIOUS ENGLAND!

LONDON, October 9th.

The Berlin "Reichsbote" re-affirms that Great Britain was a party to the revolutionary plans, and that the members of the Royal Family fled to Gibraltar under the compulsion of Great Britain. It adds that the great lesson of the revolution is that every nation and dynasty in lowering itself to become a tool of British policy thereby entrusts its fate to incalculable Machiavellianism.

The competition of the Rising Sun and the Standard Oil Companies has already begun to develop an acute character, reports the *Japan Daily Mail*, and the Japanese oil companies are placed in a most embarrassing situation. They cannot afford to reduce their prices, and yet, if they maintain present rates, they will lose their market.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO."]

EXPLOSION AT A CHINESE ARSENAL.

MANY PERSONS KILLED.

PEKING, October 9th.

An explosion occurred yesterday in the Arsenal at Paojing, the capital of the province of Chili.

The number of persons killed and injured is considerable.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

CHINESE PORK REFUSED AT LIVERPOOL.

LONDON, October 9th.

Permission has been refused to land at Liverpool for immediate consumption ten thousand pigs from China, owing to the carcasses not having been dressed according to regulations.

JUDICIARY CHANGES IN ENGLAND.

LONDON, October 8th.

Sir William Robson, K.C., who was appointed Attorney-General in 1908, has been appointed a Lord of Appeal (Appellate Tribunal of the House of Lords), and Sir Rufus Isaacs takes his place as Attorney-General for England, while Mr. J. A. Simon, M.P., K.C., has been appointed Solicitor-General.

PRINCE TSAI HSUN'S NARROW ESCAPE.

LONDON, October 8th.

Reuter's San Francisco correspondent wires that the man arrested in connection with the suspected attempt to assassinate Prince Tsai Hsun on board the "Chiyo-maru" is named Fong and is a member of a Revolutionary Society. He was seized whilst in the act of reaching for his revolver, and he has confessed that he intended to kill Prince Tsai Hsun.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods Market Report says:—

There is still very little activity in the import trade, and it would appear that the present state of apathy is likely to continue for at least another month, by which time the active banks should be in easier financial circumstances than at present, through movement of the crops. Clearances are fairly brisk and stocks becoming rapidly depleted, as imports are on a very much smaller scale than the output of goods. Yangtze Ports have been the principal buyers during the interval, but the bulk of their attention has been taken up with purchases of yarn, all spinnings sharing both in the fairly extensive turnover and the unremunerative character of prices. A certain amount of business in a few favorite cloths has been entered into with Manchester during the week, manufacturers having made concessions in prices compared to those required a short time previously, but as yet there are no signs of a general buying movement here, as the financial position is still too serious, and early sign of relief is not apparent.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafra* left Manila on the 8th instant, and is due here to-day at 3 p.m. The N.Y.K. str. *Iyo Maru* (European Line) left Shanghai for this port on the 7th instant, and is expected here to-day. The S. S. str. *Alma* left Shanghai on the 8th instant a.m., and may be expected here to-morrow. The N.Y.K. str. *Kamo Maru* (European Line) left Singapore for this port on the 7th instant, and is expected here on the 12th inst. The P. & O. S. N. Co.'s str. *Devenia* left Singapore for this port on the 8th instant, at 8.30 a.m., with the outward English Mail, and is due here on the 13th instant, at about 6 a.m. The H. A. str. *Manzanera* left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st instant. The I.G.M. str. *Yorck*, which left here on the 6th instant, at 10 a.m., arrived at Shanghai on the 9th instant, at 1 a.m. The P. & O. S. N. Co.'s str. *Namur* is expected to arrive at Penang on the 10th instant, at 6 a.m. The I.G.M. str. *Prinz Sigismund*, which left here on the 11th ultimo, arrived at Sydney on the 6th instant, at 7 a.m.

Messrs. Ellis and Ellis of Hongkong in their Weekly Rubber Share Circular say:—The weaker tone of the Rubber Share market at the opening of the week gave way yesterday to a partial revival in the leading producers when cable quotations from London advanced rates several points over the lowest touched during the week. This improvement has been confined to sterling shares only, as Singapore quotations, taken all round, show further falling off when compared with the rates ruling in the preceding week. The price for the raw produce after going down to 9d. per lb., the lowest recorded since the boom, recovered slightly and is quoted as we write at 9d. per lb.

SUPREME COURT.

Saturday, October 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING CHIEF JUSTICE).

CLAIM AGAINST HOTEL PROPRIETOR. The case was continued in H. L. Gama, proprietor of the Astor House Hotel, was sued by J. J. C. and A.M. Lorentzen to recover \$250 for alleged damage done to the goods and belongings of plaintiffs owing to and through the negligence of defendant and his servants whilst plaintiffs were staying at the hotel.

Mr. P. M. Hodgson (of Messrs. Ewins & Harston) appeared for the plaintiffs, and defendant was represented by Mr. Otto Kong Sing.

Mr. Vas, a clerk at the hotel, was cross-examined. He stated that there were two baggage rooms, one behind the lift and the other at the rear of the building. The room at the back was water-tight. Two boxes were put in the baggage room, and a large one was left outside. The other baggage room was open on each side; it was a yard.

Do you remember plaintiffs coming to the hotel?—Yes.

Were their boxes soaking wet?—I don't know; I was busy at the time.

All day on June 29, the night of the 29th and the 30th it rained very heavily?—It did.

During that period do you swear that at any time not a drop of rain came into the hotel?—I did not see any water in the hall. I am not there at night. I finish at 5 p.m.

Proceeding, witness said that when a particular board was put up between the arcade and the hall the water was coming in gradually, and during the rain the water touched the board. Plaintiff never complained to witness about the baggage, but complainant complained to the manager. Witness did not treat the matter as a joke.

But you say Mr. Gama laughed?—Yes, he did.

Did you hear Mr. Gama say if there was any damage he would pay for it?—I did not hear what was said.

Mr. Otto Kong Sing contended that if there was water in the box it must have got in between leaving the steamer at Kowloon and Hongkong. The baggage was lying on deck for an hour as well as lying on the wharf for another hour before being moved. Complaints were not entitled to any damages, as they did not open the box and disclose any damage to the manager.

His Lordship reserved his decision.

THE RAILWAY.

After being suspended for four days the service on the British Section of the Kowloon-Canton Railway was resumed yesterday morning when a special train left at 8.30 for Lo Wu. A good number took advantage of the arrangement to make a trip to the border, and the afternoon train also took out a good many more.

The following notification is published in the *Gazette*:—It is hereby notified that Mr. E. S. Lindsey, Chief Resident Engineer of the Kowloon-Canton Railway (British Section), having certified in writing to the Officer Administering the Government-in-Council, as required by Section 15 of the Railways Ordinance, 1909 (Ordinance No. 21 of 1909), that he has made a careful inspection of the British Section of the Kowloon-Canton Railway and of such of the rolling stock as has already been put on the rails, and that he is of opinion that the works and rolling stock are in a sound condition and that the Railway can be opened for the public carriage of passengers without danger to the public using it, the British Section of the said Railway was opened for the public carriage of passengers on the 1st instant.

Mr. E. Baker has been appointed to act as Chief Resident Engineer and Manager of the British section of the Kowloon-Canton Railway during the absence from the Colony of Mr. E. S. Lindsey, or until further notice. Mr. Lindsey has gone to Peking in connection with the negotiation of the arrangement for the joint working of the railway.

THE VOLUNTEERS.

A list of regulations made by the Officer Administering the Government-in-Council under section 11 of the Volunteer Ordinance of 1893 is published in the current issue of the *Gazette*. The Corps, it is stated, shall consist of seven units and a band. Its object is to aid the regular troops in the defence of the Colony against foreign attack, and to assist the Government in the repression of local disturbances. In order to ensure a military character it will, with the consent of the General Officer Commanding the Troops, be administered by him, under the general control of the Governor. It shall be the duty of every member of the Corps to attend the camp of instruction for not less than three days unless he is specially excused by the Commandant, or furnishes a medical certificate of sickness.

The Government is to pay annually to the credit of the Corps Fund, which shall be administered by the Colonial Treasurer: (1) A capitation grant of \$25 for each member borne on the muster roll on the 1st of January, or enrolled between that date and the 1st of October following; (2) An efficiency grant of \$20 for each member who is certified to be efficient in the manner and in accordance with the conditions set forth in the fifth schedule to the Regulations; (3) An allowance of \$250 per head per diem, for camp expenses, for members attending a camp of instruction, for not less than three days and not more than ten days; (4) An allowance to cover expenses of transport of \$1,250 to be paid annually on 1st January in every year.

NOTES AND NEWS

th patients that the condition borders on the graceful. It were time that the Government, with something like £8,000,000 in hand and which is lying practically idle, should take pains to provide against the possibilities of infectious diseases, by the erection of sufficiently commodi-

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NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 10th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 7th October, 1910.

FROM EUROPE

THE H.A.L. Steamship

"ARMENIA" Captain Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo Ex ss. "Megador" from Setabal. Ex ss. "Norge" from Gothenburg.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 4th October, 1910.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 16th inst., or they will not be recognised.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MEYERHANS & Co., General Agents.

Hongkong, 5th October, 1910.

NOTICES TO CONSIGNEES

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Paraffinable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognised.

No Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 5th October, 1910.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "BUYO MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 12th inst., at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo undelivered THURSDAY, the 13th inst., at Noon, will be subject to rent.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, the 13th inst., at 10 A.M.

N. YAMADA, Acting Manager.

Hongkong, 8th October, 1910.

VISITORS TO CANTON.

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CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. Price ... \$1.75

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Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1909.

THE REGULAR ARMY UNDER RADICAL GOVERNMENT.

III.—THE SPECIAL RESERVE.

[BY THE DUKE OF BEDFORD, K.G.]

The Secretary of State for War relies, or at all events relied, on the Special Reserve to make good the deficiencies on the Regular Reserve. In explaining the Army Estimates last year (1909) he informed us that, "Of course the Regular Reserve will come down when we reach the normal, but, on the other hand, the Special Reserve will go up, and you will get over 200,000." The number of the Reserve of all arms of the Regular Army at the end of 1913 is given in Lord Erroll's Return as 105,373. If the statement that the Regular Reserve will increase to 200,000 is correct, it will mean that the Regular Reserve will be 94,627 men, every man of age and physically fit to serve abroad, will be needed. In dealing with the Army Estimates this year (1910) the Secretary of State for War informs us that the establishment of the Special Reserve will in future be 70,000 and that the actual strength now is 67,948.

It is necessary to remember that in the Regular Reserve every man has completed his term of Colour service and must be of an age to serve abroad. In the Special Reserve, on the contrary, boys of seventeen are enlisted, and are returned, from the date of enlistment, as being of the same value and efficiency as the matured Regular Reservists for service abroad. Mr. Haldane needs 93,627 men fit for foreign service for his Army Reserve of 200,000. He now fixes the Special Reserve establishment at 70,000 and has a strength of 67,948, one-third of whom are too young for foreign service. It is essential for the existence of the Regular Infantry that every Special Reserve recruit on attaining Army standard should be passed into the Army. Consequently bounties are offered to Special Reserve recruits to join the Army and rewards to non-commissioned officers to promote their transfer. Paragraph 62 of the Annual Report on Recruiting for the year ended 30th September, 1909, runs as follows:

The majority of men who enlist in the Special Reserve do so in the hope of improving their physique up to the Line standard and of then passing on to the Regular Army. The possibility of attaining a class of men who will remain in the Special Reserve is a subject which is receiving attention, and it is hoped that such a class may yet be reached.

A SEDIMENT.

In the Special Reserve the class of men who will be left as its permanent element will consist, as soon as all the Militiamen transferred by means of bounties become time-expired in 1913, of those recruits who have failed to reach the Army standard of physical development. The men who remain in the force, and who do not join the Army, are described by Lord Lucas as "the sediment of the Special Reserve." The puzzle is how to make the men composing this sediment who are rejected for the Army in time of war, fit for the Army in time of peace. This is the solution arrived at by the Army Council. On the Attitude Form of Special Reserve recruits there is a certificate of medical examination which certifies the recruit to be fit for the Army Reserve. No mention is made of the Special Reserve. The words are "Army Reserve." Thus the advent of war makes every man in the Special Reserve fit for the Regular Army. Until June 1908, all Special Reserve recruits were remounted on completion of their six months' drill on enlistment. On the Attitude Form of every Special Reserve recruit there were comparative columns, the one giving the height, weight, and chest measurement on enlistment, the other after six months' service and gymnastic course. In July, 1908, a War Office letter was issued notifying that "The Army Council no longer consider the measurement of Special Reserve recruits on grounds of six months' drill necessary." I drew attention to this point in the House of Lords on the 18th May, 1909, and on the 2nd June of this year orders have been issued to resume the practice of re-examination of recruits at the end of their six months' drill.

The Special Reserve comprises Engineers, Artillery, Infantry, Army Service Corps, Army Medical Corps, and Veterinary Corps. The Special Reserve Artillery was formed by giving bounties to men to transfer from the Militia Garrison Artillery to the Reserve of the Royal Field Artillery. What is happening about the Regular and Special Reserve Artillery is a puzzle, owing to conflicting statements by responsible authorities upon the subject. We read in the Army Estimates of 1909-10 that in order to provide men on mobilisation for the Garrison Artillery of the Field Artillery 33 batteries surplus to the requirements of the Expeditionary Force were converted into 11 Training Brigades, a large proportion of their rank and file being replaced by Special Reservists. This scheme has met with a considerable measure of success, over 9,000 Special Reservists, including 5,500 transferred from the Garrison Militia Artillery, having been obtained.

In the General Annual Report on the British Army for 1910 the Army Council state: "It was found that many of the men transferred were not suited for Artillery." The result, it is stated, is that 33 Regular batteries have been disbanded and replaced by the first instance by 11 Training Brigades, comprising, according to the Army Council, many men "not suited for Field Artillery." These 11 Training Brigades have now been reduced to nine. Finally, I note that the establishment of the Special Reserve Artillery has been reduced from 12,000 to 6,000.

It is stated in the Army Estimates 1909-10 that of the 99 Field batteries at home 72 will be appropriated to the Expeditionary Force and 18 to the Training Brigades. The conversion of Royal Field Artillery batteries into Training Brigades means a reduction of no less than 1,336 in the rank and file of the Royal Artillery. The reductions do not end here. The Secretary of State in his Estimates of 1909-10 promises a further reduction in the way of reducing his Training Brigades from nine to six. The men who are to take the place of the trained men of the Royal Field Artillery are Special Reservists. These men are enlisted for six years. They drill with the Training Brigade for six months on enlistment, and then perform an annual training for fifteen days and carry out gun practice in four out of six years. These Special Reservists are to take the place of the men of the Royal Artillery. In May, 1908, Mr. Haldane in the House of Commons, in answer to a question asking if the Royal Field Artillery had been reduced by 1,076, stated that "it was absolutely untrue to say that the Government had reduced the Field Artillery. They had done nothing of the kind. The question was misleading." The whole plan is most obscure and impossible to follow. But this much is clear: that Mr. Haldane, having condemned and destroyed the plan of his predecessors of creating a Regular Artillery Reserve by three years of Colour service, has in the end been compelled to revive and restore the same system. He has also been obliged to reduce the establishment of his Special Artillery Reserve from 12,000 to 6,000 on account of failure to obtain the men.

The Special Reserve Infantry have 74 third battalions and 27 fourth battalions. By the Return of April, 1910, there are 1,357 subalterns deficient in the Special Reserve Infantry. Since that Return was issued 24 subalterns have passed into the Regular Army. There is, therefore, now a deficiency of 1,381 subalterns as compared with 1,360 in March of last year. In Appendix 5 of the Army Order of 23rd December, 1907, it is stated that four subalterns from each Special Reserve Battalion must be supplied to each Regular battalion on mobilisation. That is to say, that 424 subalterns were expected to go to the Regular Army. But at present there is a shortage of 1,381 subalterns for the Special Reserve Infantry. The number of Regular officers required for all the Special Reserve battalions is said by the Return to be complete; but by the "Army List" of the 1st of May, 56 Regular captains and 53 Regular subalterns have not yet been posted to third and fourth battalions. I therefore asked the Under-Secretary of State for War in the House of Lords on the 7th July last if the Return was right and the "Army List" wrong, or the other way about, but received no answer. The discrepancy of 190 Regular officers is considerable, and cannot be explained by the War Office.

OFFICERS AND MEN.

On the 1st of March, 1909, the Secretary of State for War was asked if he was satisfied with the recruiting of the Special Reserve officers. Mr. Haldane replied that he depended on the new Officers' Training Corps, the fruits of which would begin to be seen in the summer of 1909. On the 7th of March, 1910, the right honourable gentleman stated that 50 officers from the Officers' Training Corps had joined all branches of the Special Reserve. On the 8th of March of this year he was still hopeful of getting 1,000 per annum from this source. But the return of April last shows that since the formation of the Officers' Training Corps these officers have joined the Special Reserve Infantry from the Officers' Training Corps. Lord Lucas stated in the House of Lords last July that since the date when that Return was issued 50 more officers had joined all branches of the Special Reserve from the Officers' Training Corps, but he did not know how many had joined the Infantry. Allowing that half the total number obtained had joined the Infantry, this would amount to 25 officers in about two years, instead of the 1,000 per annum hoped for by the Secretary of State for War on the 8th of March of this year, and the deficit to be made good is 1,380.

As regards men, the Special Reserve Infantry shows an increase of 522 since last year. There should, however, be no difficulty in recruiting the Special Reserve Infantry up to its full establishment, bearing in mind three facts: First, the number of men serving in the Army and Special Reserve will be in 1913 about 80,000 fewer than those in the Army and Militia in 1905; consequently a much smaller intake will be required. Secondly, the Special Reserve standard, being lower than that of the Army, taps an altogether lower strata of humanity, hitherto excluded from the Regular Army, but now welcomed into the Special Reserve as its permanent backbone. Thirdly, a considerable lack of employment amongst the labouring classes, especially during the winter months, has been a powerful factor in producing conscripts of hunger. The value of want of employment as a recruiting agent for the Special Reserve is thus alluded to in a circular issued by the War Office in 1908: "The question is whether the newly organised Special Reserve can be made use of to provide temporary employment during the winter months." This question can only be satisfactorily answered by the unemployed and unemployed who have joined the ranks of the Special Reserve. It depends largely upon the extent to which men can promise with impunity fraudulent enlistment into several battalions and thus use different depots in Great Britain and Ireland as winter refuges in successive years. It is not easy to obtain any official information concerning the physical condition of the Special Reserve recruits. In the Army Annual Return of 1910 it is stated that the recruits of the Special Reserve are superior to all round, but especially in education and character, to the Militia recruits of former years. Lord Lucas informed us last year that a class of men was enlisting into the Special Reserve who would not have enlisted into the Militia. I am well aware of this, because in the case of my own county, instead of 1,000 Militiamen all residing at known addresses in the county, there are about 500 Special Reservists, half of whom come from London, Birmingham, and elsewhere. I am sincerely glad that the class of men referred to by Lord Lucas did not enlist in the Militia when he was a Commanding Officer in that Force, because I note that, in 1909, amongst the 67,000 Special Reservists there were 392 Court-martials, whereas amongst 82,000 Militiamen in 1907 there were 309 Court-martials.

BOY SOLDIERS.

The Army Medical Report for 1908 notes the effect of passing boys into the Regular Army through the Special Reserve as calculated "to considerably lessen the remunerative stage of a soldier's service by postponing the date at which he may with reasonable security be sent to take his place in the Army beyond the sea." The Army Annual Report tells us that in 1905 113 boys of less than eighteen years of age were enlisted into the Regular Army, whereas in 1909 more than ten times that number, namely 1,355 boys of less than eighteen, were taken for the Regular Army. This is a most important point, because for every additional boy under the age of 18 years foreign service with the Colours a man must be required from the Regular Reserve on mobilisation. For instance, the above figures show that in 1909 1,252 more men will be required from the Army Reserve for foreign service than in 1905. The policy of the Army Council to increase this immaturity of men with the Colours by passing seventeen-year-old boys through the Special Reserve in the Regular Army.

I agree, boy enlistment for the Army, not because I approve of it, but because I know the

Army cannot be maintained without it. But boy enlistment direct into what must in future be the Regular Reserve I wholly condemn. By the last return, in round numbers, out of 12,000 enlistments into what will be from 1913 onwards the Reserve of the Regular Army, 10,000 are boys too young to go abroad, the only purpose for which they are enlisted. On the 4th March, 1908, Mr. Haldane referred in Parliament to "the enormous advantage" that the Special Reserve presents over the Militia system since you have got it ready to go abroad as soon as the Army standard is reached. Mr. Haldane did not explain what we now know, namely, that when the balance of the 48,746 Militiamen who were transferred at a cost of £297,492 became time-expired in 1913, then the mass of Special Reservists will be under the age for foreign service, and so far from being ready to go abroad on mobilisation will not be fit for that duty for two or three years.

It is always open to the Army Council to shut boys back into the Special Reserve or let them flow out into the Army by carrying the Army standard an inch or so. At present the standard for the Special Reserve in certain districts is 5ft. 2in. All it involves is breaking faith with the recruit; that and nothing more. Thus if a recruit presents himself of, say, 5ft. 4in., that being the Army standard of the moment, the boy is advised to join the Army through the Special Reserve, because in the end it is to the advantage both of the Army Council and of the Depot Staff that he should do so. The Army Council records a double entry over the recruit, one into the Special Reserve and one into the Regular Army, and the Depot Staff pocket over him a double bounty. Then during his recruit period the Army Council raise the Army standard to 5ft. 5in. and tell the boy that he is no longer fit for the Army, into which they had promised him enlistment at the end of six months, but that he must remain in the Special Reserve till it suits the Special Reserve to lower the standard. When the Special Reserve was first formed recruits were allowed to pass into the Line on completion of three months' training. Then the period was raised to six months with a view to filling the Special Reserve. Now it has been reduced again to three, the effect of which will be to fill the ranks of the Regular Army, after the training of the Special Reserve battalions and before the Annual Return is published for the year ending September, 1910, by recruits who have recorded two enlistments, one in the Special Reserve and one in the Line.—London Morning Post.

SCIENTIFIC BURGLARY AT BIRMINGHAM.

Three arrests have been made in London in connection with a burglary at the premises of Messrs. Wright & Hodgkins, a large firm of jewellers at Birmingham, on August 22. The methods adopted by the thieves were of an elaborate character, and the door of a strong-room in which was stored bar gold and other precious metals, of a total value of £40,000, was broken open.

Some days before the attempted coup two men, who represented themselves to be diamond merchants, took some vacant premises next door to Messrs. Wright & Hodgkins, and later a number of heavy boxes and packages were delivered there. On the following Saturday afternoon when the jewellers' premises had been closed for the day, the thieves bored a large hole through the party wall, which was 13in. thick, and proceeded to the strong-room, having on their way to break through two other walls. The appliances with which they were provided made this task a comparatively easy one. On arriving at the strong-room, which consisted of eight inches of solid steel with an asbestos lining, they proceeded to cut a hole in it by means of an oxy-hydrogen gas blow-pipe. They had accomplished this, and only half an inch of steel remained between them and the £40,000 treasure when, for some unknown reason, they became alarmed and desisted, leaving all their costly apparatus behind. A disturbance occurred in the street near the premises, and it is thought that a confederate who was keeping watch seeing the police approach, thought they were discovered and gave the alarm. The thieves had installed a temporary telephone and electric alarm to enable them to keep in communication with the man on watch. It is calculated that they had been at work at least fourteen hours when they were disturbed, and the house-breaking appliances they had used weighed more than a ton and must have cost over £200. There were large screens to prevent the glare of the blow-pipe being seen outside, and gloves and masks which the operators had used to protect themselves from the heat.

WHITELEY'S

THE BIGGEST STORE IN THE WORLD.

HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.

WM. WHITELEY, Ltd., UNIVERSAL PROVIDERS, WESTBOURNE GROVE & QUEEN'S RD., LONDON, W.

AN IDEAL INVALID FOOD IN HOT CLIMATES.

Allenburys' DIET

A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

The "Allenburys' Diet" is a complete food, being manufactured from milk and wheat meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.

BEWARE OF IMITATIONS.

THE SAME TO-DAY AS IN 1745.

150 YEARS.

SOLE AGENTS IN HONGKONG: **LANE, CRAWFORD & CO.,** and from ALL WINE MERCHANTS.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubeba, and Injections—CURE the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience.

Each Capsule bears the name. **ALFRED**

Paris, 8, rue Vivienne
Sold by all Chemists.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. **A. S. WATSON & Co. Ltd.**

PASSENGERS ARRIVED.

Per *Joshua Mary*, from Swatow, Mr. Black.
Per *Bayo Mary*, from Moji, do, Mr. J. T. Headford.
Per *Haitan*, Mr. and Mrs. Plummer, Messrs. Bulwer Kennett, Fongue and Joly.
Per *Cheongching*, from Tientsin, do, Messrs. Robertson, Legendre and Desirier, and Major Renwick.
Per *Monmouthshire*, from London, do, Mrs. Bruce Shepherd, Mr. W. Mooney, Mrs. H. P. Thompson and infant, and Mr. Goss.
Per *Borneo*, for Hongkong from London, Commander and Mrs. E. F. Gregory, Mrs. C. E. Stainer, Commander C. L. Lamb, Messrs. Richardson, H. C. Allen and servant, S. J. B. Hamer, J. Brown and J. C. Allan; for Yokohama, Mrs. Marshall, Misses H. Hanlin and M. Taylor, Messrs. P. M. Scott and H. P. Smith; for Shanghai, Mrs. Scott, child and infant, Mrs. Hamilton and infant, Messrs. J. W. Jackson, K. Read, L. Payne, A. Grove and F. J. Backlog; from Singapore, Messrs. S. W. Veat and H. E. Pope.

DEPARTED.

Per *Babi*, for Manila, Mr. Lintarsh Toledo, Mr. R. E. Kringle and Mrs. Radd.



WINFRED CIGARETTES.

Per 50
50 cents.

In handomely & ated Tins
and in Patent a ght Tins.

Virginian Leaf Cigarettes, made from
pure Tobacco of the finest quality at
moderate price.

SOLE PROPRIETORS:
ARDATH Tobacco Co., LONDON.



STRAITS SETTLEMENTS STOCKS AND SHARES.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, August 31.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, August 31.	Dividends
15/ paid	Alor-Pongau ...	1.60	25%	2/ fy. paid	Malacca Ordinary ...	8.00	
2/ fy.	Anglo-Johore ...			2/ fy.	Merlimau ...	7/3	
17/8	Anglo-Malay ...			2/ fy.	Merton Syndicate ...		
15/	Bakap ...			2/ fy.	Mount Austin ...		
15/	Batu Caves ...	17.50	35%	2/ fy.	Narborough Est. ...		
15/	Batu Kawan ...			2/ fy.	North Hummock ...		
2/ 1/	Batu Tiga ...	5.100		2/ fy.	Padang Jawa ...		
2/ 1/	Berembang Selangor ...			2/ fy.	Pandak Johore ...		
2/ 1/	Bernam Perak ...			2/ fy.	Pataing ...	3.60	50%
2/ 1/	Do. Ordinary ...			2/ fy.	Polepah (Johore) ...	11/-	48%
2/ 1/	Bidor ...			2/ fy.	Perak ...		
2/ 1/	Blands Selangor ...			2/ fy.	Pensio Est. ...		
2/ 1/	Bukit Choh ...	3.00		2/ fy.	Prye ...		
2/ 1/	Bukit Kajang ...	2.75 pm		2/ fy.	Ratanuf ...	10/6 pm	
2/ 1/	Bukit Mertajam ...			2/ fy.	Rim ...		
2/ 1/	Bukit Rajah ...	18.4.0	150%	2/ fy.	R. Est. of Krian ...		
2/ 1/	Bukit Selangor ...	6.50		2/ fy.	R. of Johore ...		
2/ 1/	Castledale ...			2/ fy.	Sagga ...	7.10.0	15%
2/ 1/	Charakat Saik R. and Tin ...			2/ fy.	Sadeler ...	3.50	70%
2/ 1/	Chersonese ...	4/8		2/ fy.	Selangor ...	2.50 pm	
2/ 1/	Chote Rubber ...			2/ fy.	Selangor Rubber ...		
2/ 1/	Cicely Ordinary ...	2.50	135%	2/ fy.	Sempah ...		
2/ 1/	Cicely Preferred ...	2.50	140%	2/ fy.	Sengayon ...	3.17.6	10%
2/ 1/	Damanwara ...	1.75	50%	2/ fy.	Serangoon ...		
2/ 1/	Dannisto ...	15.00	25%	2/ fy.	Shelford ...		
2/ 1/	Enbi Selangor ...	15/-	15%	2/ fy.	Singapore (N.S.) ...	3.12.6	17%
2/ 1/	Fed. Selangor ...			2/ fy.	Singapore (Bertam) ...	8/3	
2/ 1/	Gna Kee R. Est. ...			2/ fy.	Strathmore R. ...		
2/ 1/	Garing (Malacca) ...	6.7.6	25%	2/ fy.	Sungei Bahru ...	5.5.0	
2/ 1/	Golconda ...			2/ fy.	Sungei Choh ...	17/6	32%
2/ 1/	Gola Kalampong ...	15.17.6	60%	2/ fy.	Sungei Kapar ...		
2/ 1/	H. and Lowlands ...			2/ fy.	Sungei Krait ...		
2/ 1/	Johore Para ...			2/ fy.	Sungei Liang ...	4.5.0	
2/ 1/	Johore R. Lands ...			2/ fy.	Sungei Salak ...	6.5.0	
2/ 1/	Jong-Landor ...			2/ fy.	Sungei Way ...		
2/ 1/	Jugra (Ordinary) ...			2/ fy.	Tangkah ...		
2/ 1/	Juru Estates ...			2/ fy.	Third Mile ...		
2/ 1/	K'pong Kuantan ...			2/ fy.	Tremelby ...		
2/ 1/	Kanunung ...			2/ fy.	Utd. Sita Betong ...		
2/ 1/	Kapara Para ...	10.15.0	10%	2/ fy.	Utd. Sita Betong ...	2.6.0	250%
2/ 1/	Kellah ...			2/ fy.	Vallambrosa ...		
2/ 1/	Kepong ...			2/ fy.			
2/ 1/	Killinghall ...			2/ fy.			
2/ 1/	Kinta Kellas ...			2/ fy.			
2/ 1/	Kluang ...			2/ fy.			
2/ 1/	Kluang-Kellas ...			2/ fy.			
2/ 1/	Kota Tinggi ...	2/8		2/ fy.			
2/ 1/	Kota Tampan ...			2/ fy.			
2/ 1/	Krubong ...			2/ fy.			
2/ 1/	Kuala Klang ...			2/ fy.			
2/ 1/	Kuala Lumpur ...	9.10.0	30% int.	2/ fy.			
2/ 1/	Kuala Pah ...			2/ fy.			
2/ 1/	Kuala Selangor ...			2/ fy.			
2/ 1/	Labu ...	17/3	25%	2/ fy.			
2/ 1/	Lanadron ...	6.00	27%	2/ fy.			
2/ 1/	Ledbury ...	5.00 pm	17%	2/ fy.			
2/ 1/	Lendu ...	2.10.0 pm		2/ fy.			
2/ 1/	Linggi ...	2.15.6	50%	2/ fy.			
2/ 1/	Loung Asiaic ...	15/6		2/ fy.			
2/ 1/	Lumut Est. ...	30/-		2/ fy.			
2/ 1/	Mandling Est. ...			2/ fy.			
2/ 1/	Malacca 7 1/2 Cum. Partici- pating Pref ...	8.00	10	2/ fy.			

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Act-Comdr. P. H. Noble, M.V.O., Hongkong.
Ardour, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, cruising.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. W. Hamilton, Shanghai.
Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. E. H. Donovan, Weihaiwei.
Cadmus, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. H. L. Hynes, Hongkong.
Charub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong.
Faucon, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. C. E. Lloyd Thomas, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. J. Nicholas, cruising.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. B. J. D. G. V. C., cruising.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. H. S. Moore, cruising.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt. Comdr. G. C. Heathcote, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Hongkong.
Kinsla, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyons, Yangtze.
Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Kuala, B. N. Borneo.
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winneke, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, cruising.
Monarch, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain H. L. P. Heald, cruising.
Moore, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Smith, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Killersdon-Woodward, R.N., Yangtze.
Otter, torpedo-boat destroyer, 325 tons, 6 guns, 5,500 i.h.p., Comdr. E. Stevenson, cruising.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. W. C. Lums, Canton.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Badoe, B.N. Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byre, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. E. J. Buchanan, Yangtze.

HONGKONG TIDE TABLE.

From October 10th to 16th, 1910.

Hour	Mean Time	Height	Hour	Mean Time	Height
10	10.10	1.2	10	10.10	1.2
11	11.10	1.2	11	11.10	1.2
12	12.10	1.2	12	12.10	1.2
13	13.10	1.2	13	13.10	1.2
14	14.10	1.2	14	14.10	1.2
15	15.10	1.2	15	15.10	1.2
16	16.10	1.2	16	16.10	1.2
17	17.10	1.2	17	17.10	1.2
18	18.10	1.2	18	18.10	1.2
19	19.10	1.2	19	19.10	1.2
20	20.10	1.2	20	20.10	1.2
21	21.10	1.2	21	21.10	1.2
22	22.10	1.2	22	22.10	1.2
23	23.10	1.2	23	23.10	1.2
24	24.10	1.2	24	24.10	1.2

AVERAGE MARKET PRICES.

October 6th, 1910.

The Prices are given in Dollar Cents.

October 6th, 1910.

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CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★★★★★ - \$31.00
" ★★★★★ - \$28.25
" ★★★★★ - \$25.00

"IMPERIAL WHISKY" (A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.) \$19.75

WHISKY, PALL MALL - \$28.00
WHISKY, JOHNNIE WALKER'S - \$18.25
OLD HIGHLAND, WHITE LABEL - \$24.50

WHISKY, DO. SPECIAL, RED - \$24.50
WHISKY, O. P. & CO'S "SPECIAL BLEND" - \$16.25

PORT WINE, INVALIDS - \$24.75
PORT WINE, DOUBO - \$18.00
SHERRY, LA TORRE - \$20.50

SHERRY, AMOROSO - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO., HONGKONG AGENTS.

Visitors at Hotels.

Visitors at Hotels.

Visitors at Hotels.

Visitors at Hotels.

Visitors at Hotels.

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DESTINATION.	VESSEL'S NAMES.	PLAC & RIO	SENTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, DUNKIRK & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON, & Co., Ltd.	About 12th inst.
LONDON, &c., via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, B.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, B.N.R.	P. & O. S. N. Co.	About 19th inst.
OPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 20th inst.
OTTEDAM, HAMBURG & ANTWERP, &c.	DEBRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 31st inst.
OTTEDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzellins	HAMBURG-AMERIKA LINE	On 17th Nov.
AVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 15th inst.
ABSEILLES HAVRE & HAMBURG &c.	SENGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	On 26th Nov.
ABSEILLES, LONDON & ANTWERP	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 9th Nov.
ABSEILLES, &c., via PORTS OF CALL	CABRIVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
ABSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YABA	Frean. str.	—	Ristorcelli	MESSAGERIES MARITIMES	13-morrow, at 1 p.m.
AVRE & HAMBURG VIA STRAITS &c.	ITO MARU	Jap. str.	—	B. Takeda	NIPPON YUSEN KAISHA	On 12th inst., at D'light
ABSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEBSZ	Ger. str.	k. w.	Knaebel	HAMBURG-AMERIKA LINE	On 23rd inst.
ABSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst., at D'light
AVRE, GENOA, ALEXANDRIA, GIBRALTAR, &c.	T. M. MARU	Ger. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
RIESTE, &c., via SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 19th inst., at Noon
NEW YORK VIA PORTS & SUEZ CANAL	AUSTRIA	Aus. str.	—	Raichich	SANDER, WIELER & Co.	On 26th inst., p.m.
BOSTON & NEW YORK	INDRAVELLI	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st inst.
ACTORIA, B.C., VANCOUVER, & SEATTLE, &c.	INDRAWADI	Brit. str.	—	W. Gray, Williams	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
ANCONUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & Co., LTD.	On 20th inst.
ANCONUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 6 p.m.
ACTORIA, C.B. & TACOMA VIA JAPAN	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	On 2nd inst., at Noon	To-morrow, at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ISARA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, LIMA, &c., via JAPAN PORTS, &c.	TAKEDA MARU	Jap. str.	—	K. Sato	On 22nd inst., at Noon	On 28th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	BUYO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th Nov., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	NIKKO MARU	Jap. str.	—	M. Winckler	MELCHERS & Co.	About 18th inst.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMARO MARU	Jap. str.	—	F. Isaka	NIPPON YUSEN KAISHA	On 13th inst., at 5 r.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PRINZ WALDEMAR	Ger. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMARO MARU	Jap. str.	—	M. Winckler	JAVA-CHINA-JAPAN LINE	On 13th inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YUMABI	Dut. str.	—	Bouman	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	FAOTING	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUENIGOW	Brit. str.	—	V. McCloyne-Liddell	MESSAGERIES MARITIMES	Quick despatch
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHONGSHING	Brit. str.	—	Rebnat	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	DUMBER	Frean. str.	—	H. G. Walker	NIPPON YUSEN KAISHA	To-morrow, at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	WINGANG	Brit. str.	—	S. J. G. Parsons	On 12th inst.	On 14th inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	BINGO MARU	Jap. str.	—	H. Powell	P. & O. S. N. Co.	About 13th inst.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHENAN	Brit. str.	1 m.	P. Grosch	MELCHERS & Co.	About 13th inst.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	DEVANHA	Brit. str.	—	Eckhorn	HAMBURG-AMERIKA LINE	On 21st inst.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PEKING	Swed. str.	—	Kotze	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PRINZESS ALICE	Ger. str.	—	H. Koops	HAMBURG-AMERIKA LINE	On 4th Nov.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SENGAMBIA	Ger. str.	k. w.	Y. Yamamoto	MELCHERS & Co.	On 6th Dec.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	POCHANG	Ger. str.	—	H. Murayama	JAVL-CHINA-JAPAN LINE	Quick despatch
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SEVIA	Ger. str.	k. w.	A. H. Stewart	On 12th inst., at 10 A.M.	To-morrow, at 10 A.M.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SIAM	Dan. str.	—	J. W. Evans	On 12th inst., at 11 A.M.	To-morrow, at 11 A.M.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	THIKINI	Dut. str.	—	W. C. Passmore	On 14th inst., at 11 A.M.	On 18th inst., at 11 A.M.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SOSUO MARU	Jap. str.	—	A. W. Underbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	DAIGO MARU	Jap. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HAINUN	Brit. str.	2 h.	A. Fraser	SHEWAN, TOMES & Co.	On 15th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HATIAN	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HAIYANG	Brit. str.	2 h.	R. Rodger	SHEWAN, TOMES & Co.	On 22nd inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HAIKONG	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	THAN	Brit. str.	1 m.	Wagnall	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LOONGSANG	Brit. str.	—	E. Schull	MELCHERS & Co.	On 12th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ZAPITO	Brit. str.	—	S. J. Payne	CALDWELL & Co.	On 18th inst.
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YUENKANG	Brit. str.	—	A. Fraser	NIPPON YUSEN KAISHA	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	RUBY	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAIPONG	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & Co.	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MAUSANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	BORNEO	Ger. str.	—	Wagnall	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LOCHIA	Ger. str.	—	E. Schull	MELCHERS & Co.	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAIYU MARU	Jap. str.	—	S. J. Payne	NIPPON YUSEN KAISHA	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
ACTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TUJILWONG	Dut. str.	—	A. Fander	JAVA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.B.	Noon, 15th Oct.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 19th Oct.	Freight and Passage.

For Further Particulars, apply to
HONGKONG, 9th October, 1910

E. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 11th Oct. 4 P.M.	
CHEFOO & NEWCHWANG	TAOTING	On 13th Oct. 4 P.M.	
SHANGHAI	CHENAN	On 13th Oct. 4 P.M.	
ILIOILO & CEBU	KAFONG	On 13th Oct. 4 P.M.	
CHEFOO & TIENSIN	KUBICHOV	On 18th Oct. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 8th October, 1910

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"WINGSANG"	Tuesday, 11th Oct., Noon.	
TIENSIN	"CHEONGSHING"	Friday, 14th Oct., Noon.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 14th Oct., Noon.	
MANILA	"LOONGSANG"	Friday, 14th Oct., 4 P.M.	
SANDAKAN VIA JESSELTON	"MAUSANG"	Sunday, 16th Oct., 11 P.M.	
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.	
SHANGHAI, KOBE & MOJI	"KUMSANG"	Friday, 23rd Oct., Noon.	

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 9th October, 1910

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to
HONGKONG, 1st October, 1910

MELCHERS & CO., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW, AMOY AND FOOCHOW	HAITAN	On 11th Oct. at 11 A.M.	
	HAITANG	On 14th Oct. at 11 A.M.	
	HAICHING	On 18th Oct. at 11 A.M.	

For Further Particulars apply to—
HONGKONG, 8th October 1910.

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takada	7,000	WED'DAY, 12th Oct., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight.
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 9th Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiertahl	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	WED'DAY, 12th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 18th Oct., at Noon.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	2nd Class S R. 325.00
HIRANO	9000	29th "	3rd Class S R. 360.00
TANGO	8000	12th April	"old str. 1st Class S R. 540.00
KAMO	9000	26th "	2nd Class S R. 750.00
AKI	7000	10th May	2nd Class S R. 330.00
MISHIMA	9000	24th "	R. 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	23rd Feb.	To Pacific Coast Common Points, 1st Class S \$30
INABA	7000	28th Mar.	2nd Class S \$21
TAMBA	7000	25th April	To London via New York, 1st Class S \$50
AWA	7000	23rd May	via St. Lawrence: 1st Class S \$59

For further information as to Freight, Passage, Sailings, &c., apply at
HONGKONG, 7th September, 1910.

T. KUSUMOTO, MANAGER. [13-125]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBI	2540	E. Rodger	Manila	On 22nd Oct., Noon.

For Freight or Passage apply to
HONGKONG, 9th October, 1910

SHAW, TOMES & Co. General Managers. [12]

HAMBURG-AMERIKA LINIE.

REGULAR SAILINGS FROM JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:
OUTWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:
S.S. SENEGAMBIA ... 21st Oct.
S.S. SUEVIA ... 4th Nov.
S.S. WESTPHALIA ... 17th Nov.
S.S. ARABIA ... 18th Nov.
S.S. SCANDIA ... 1st Dec.
S.S. BRISGAVIA ... 16th Dec.
S.S. SLAVONIA ... 30th Dec.
HOMEWARD.
FOR HAVRE & HAMBURG:
S.S. ALESIA ... 13th Oct.
FOR HAVRE & HAMBURG:
S.S. C. FRED. LAEISZ 23rd Oct.
FOR ROTTERDAM, HAVRE & ANTWERP:
S.S. BELGIA ... 31st Oct.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ARMENIA ... 9th Nov.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SILVIA ... 17th Nov.
FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 26th Nov.

For Further Particulars, apply to—
HONGKONG, 6th October 1910.

HAMBURG-AMERIKA LINIE, Hongkong Office. [11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).
1910.
S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " ... Dec. 21st, at Noon.
S.S. KIYO MARU ... 17,200 " ... About Mid. Feb. 19

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
HONGKONG, 1st September, 1910. 4051

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Hongkong, 5th October, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	TUESDAY, 11th Oct., at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 12th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUYUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHINA OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Head Office for the Far East—
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O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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